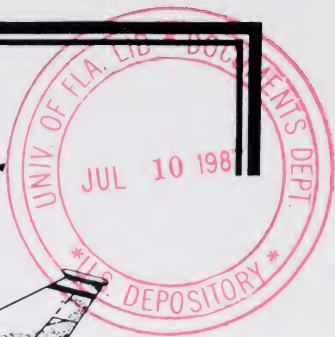


D301 / 2 / D35



49th Tactical Fighter Wing



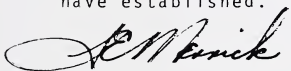
DECADES OF HONOR




INTRODUCTION

The achievements and heroism of the members of the 49th in more than four decades of service to our country has provided the motivation for us to be proud to wear the patches of such a distinguished unit. We should feel honored to be part of an organization that has clearly demonstrated to be an outstanding unit in both combat and peacetime.

The 49th has an illustrious history that is steeped in tradition and rich in accomplishment. The challenge for present and future members of the Wing is to display the dedication to duty and professionalism that our predecessors have established.

A handwritten signature in black ink, appearing to read "J. Merrick", with a large, stylized flourish at the end.

JOSEPH E. MERRICK
Colonel, USAF
Commander



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<https://archive.org/details/49thtacticalfigh00holl>




P-40s of the 7th Pursuit Squadron, 49th Pursuit Group, Selfridge Field, Mt. Clemmons, Michigan, 1941.

FOREWORD

Highlights of the
49th Tactical Fighter Wing
Holloman AFB, NM

This special study is a condensed chronological history of the 49th Tactical Fighter Wing and its predecessors, the 49th Pursuit Group, the 49th Fighter Group, the 49th Fighter Wing, and the 49th Fighter Bomber Wing. Factual data found in this special study was obtained from United States Air Force General Studies, "Fighter Cover," the official publication of the V Fighter Command, and the 49th archives.


JACKIE L. WOOTON, SSgt, USAF
Historian

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49TH HIGHLIGHTS

1941 - 1986

- 16 Jan 1941 The unit, which was first known as the 49th Pursuit Group, was activated at Selfridge Field, Michigan. Besides the Headquarters and Headquarters Squadron, the 49th was comprised of the 7th, 8th, and 9th Pursuit Squadrons.
- Jan-May 1941 The 49th Group was in the early stages of its development, very few personnel assigned, and training was minimal because of a lack of pilots.
- May 1941-Jan 1942 The 49th Group received a large assignment of pilots and enlisted personnel which brought the Group close to full strength. The 49th moved to Morrison Field, Florida, but the organization's training still proceeded at a slow pace because of a unsuitable gunnery range. After the Japanese attack on Pearl Harbor, the 49th Group's training was intensified in an effort to prepare the Group for combat. The 49th Air Corps Squadron was assigned to the 49th on 19 December.
- Jan-Feb 1942 The 49th Group left Morrison Field, Florida, and proceeded to the San Francisco Port of Embarkation. The Group sailed on 12 January from the United States aboard the SS Mariposa, becoming one of the first operational units of the Army Air Forces to be sent from the United States to the Southwest Pacific.
- Feb-Mar 1942 The 49th Group arrived at Melbourne, Australia, and moved to Camp Darley the same day. The Group moved to Bankstown, New South Wales, in mid-February, where the 49th received its first P-40's, which had been assembled at various depots in Australia. On 14 March, the 7th Squadron took part in their first air battle, downing five enemy aircraft over Horn Island. During this battle, Lt. A.T. House, Jr., demonstrated the skill, daring and courage that was to become symbolic of the

49th. When Lt. House's guns jammed after shooting down one enemy plane, he dipped his right wing into the cockpit of another adversary ripping the enemy aircraft almost in half. Lt. House suffered a two foot tear in his plane's wing tip but managed to land the aircraft despite maneuvering problems.

Apr-Aug 1942

On 4 April, Fourteen pilots of the 9th Squadron, took on 13 enemy aircraft over Darwin, Australia, and shot down nine of the thirteen. Late in April, the 49th Group moved to Darwin because of increased Japanese raids over that area. The 49th Group shot down 64 enemy planes over the Darwin area while losing 16 P-40s. On 27 May, the 49th Pursuit Group was redesignated the 49th Fighter Group.

Sep-Oct 1942

The 49th Fighter Group moved to Port Moresby, Australia.

Nov 1942-Feb 1943

On 6 January, the 49th Fighter Group completed one of its most outstanding missions. It broke up an enemy convoy of four transports and six escort vessels attempting to move into the area of Lae, New Guinea. During this battle, one transport and 15 enemy aircraft were destroyed, three of the aircraft by Lt. Richard I. Bong, who brought his total to five and became an "Ace".

Mar-Jul 1943

The 49th Group moved to Dobodura, New Guinea, and began the Group's primary mission of controlling the approaches to the Huon Gulf. The 49th took part in the air battle during the Battle of the Bismark Sea, downing an estimated 12 or more enemy planes.

Aug 1943-Mar 1944

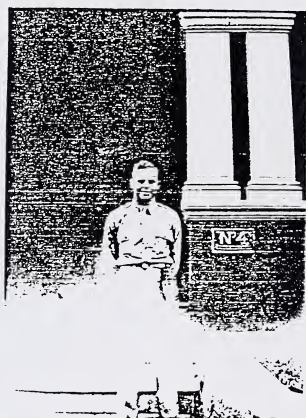
The 49th moved again, this time to Gusap, New Guinea, to fly support missions for ground forces driving across New Guinea. On 23 January, the Group engaged 65 enemy planes over Wewak and destroyed 13 with four others listed as "probables". The Group lost two P-40s during the air battle.

Apr-Sep 1944

The 49th Fighter Group moved to Finschafen,



49th Fighter Group P-40's preparing for take-off, New Guinea, January 1944.



Major Richard I. Bong, the leading American Ace of all wars, on leave in Sidney, Australia, June 1943. Of his 40 victories, Major Bong accumulated 28 while flying as flight leader in the 9th Fighter Squadron, known then as the "Flying Knights". Major Bong helped the squadron obtain an aerial victory rate of 10 to 1 against the Japanese. His last 12 victories were obtained while restricted to noncombatant gunnery instructor duty. He said shooting down planes was a "pretty good way of teaching". On August 6, 1945, the same date that the atom bomb was dropped on Hiroshima, and only nine days before the final victory to which he had contributed so much, Major Bong, at age 24, was killed when his P-80 jet crashed.

New Guinea. On 1 June, an advance ground party of the 49th landed on Biak Island which had just been invaded by US forces. Mokmer airdrome, the destination for the 49th ground echelon, was still in enemy hands. The ground echelon had to dig in on the beach where they were subjected to 20 days of frequent bombing and enemy strafing until the airdrome could be secured. On 2 September, the 9th Squadron completed a 690 mile flight to Davao, Mindanao, the longest mission attempted by the Group's P-38s to that date.

Oct-Dec 1944

The 49th Fighter Group moved again, this time to Leyte, Philippines. On 10 October, the 9th Squadron flew cover for bombers that struck at Balkiappan, Borneo, an important enemy oil center. This was a 1600 mile round trip and was the longest escort mission flown in the Southwest Pacific. During this period, Lt Mildred E. Mathre shot down the 49th's 500th enemy plane. During the month of November, the Group shot down 84 Japanese aircraft. On 3 November, the 49th attacked an enemy truck convoy, destroying 25-30 trucks and killing or wounding 2400 Japanese troops.

Jan-Jul 1945

The 49th Fighter Group moved to Mindoro Island in the Philippines. During this period, the 49th conducted dive bombing missions using napalm bombs in support of ground forces with considerable success.

Aug-Dec 1945

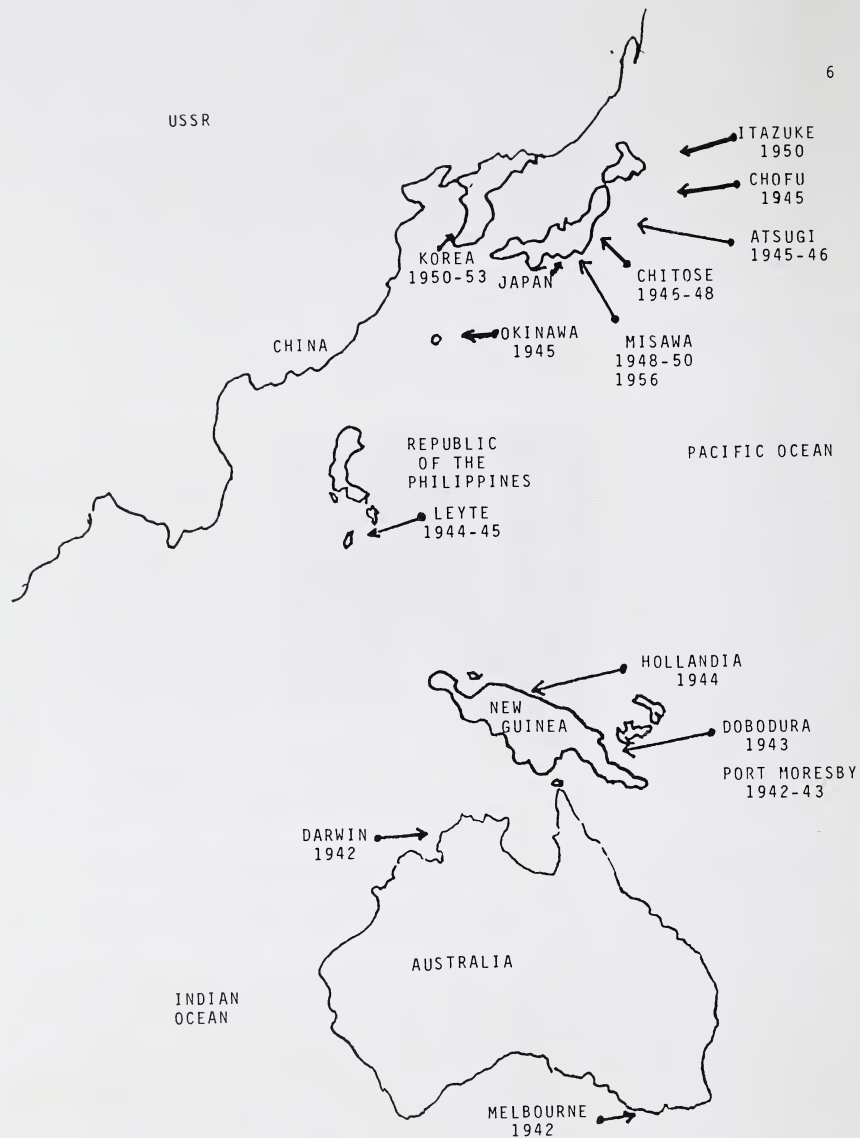
The Group moved to Okinawa on 6-17 August. The 49th then moved their aircraft to Chofu Air Base, Honshu, Japan, for a period of 12 days. They then moved to Atsugi Air Base, Honshu.

1946

On 18 February, the 49th was transferred to Chitose Air Base at Hokkaido, Japan. The Group changed aircraft, going from the P-38 to the P-51.

1948

During March, the 49th transferred to Misawa Air Base, Japan. On 18 August, the 49th Fighter Group was redesignated the 49th Fighter Wing. During September, F-80 aircraft joined the P-51s already in the Group.



"49er" Stations (1942-1956)

- 1950 On 1 February, the 49th Fighter Wing was redesignated the 49th Fighter Bomber Wing. On 25 June with the outbreak of hostilities in Korea, the 49th began flying cover missions for the evacuation of civilians from Kimpo and Suwon Korea. On 27 September, the 49th Fighter Bomber Wing moved to Taegu, Korea, where it operated on a combat basis until 1 April 1953. The Wing was the first combat fighter outfit to operate from a base in Korea. The 49th conducted regular attacks against the enemy forces along the 38th parallel.
- 1953 The 49th Fighter Bomber Wing moved to Kunsan, Korea, and then back to Japan, this time to Komakai Air Base.
- 1954 The 49th moved to Nagoya Air Base, Japan, on 16 September.
- 1957 The 49th was transferred to the control of the United States Air Forces in Europe (USAFE), joining the North Atlantic Treaty Organization (NATO) team in Etain-Rouvres Air Base, France.
- 1958 On 15 May, the 49th Fighter Bomber Wing was redesignated the 49th Tactical Fighter Wing.
- 1959 The 49th Tactical Fighter Wing began transferring to Spangdahlem Air Base, Germany.
- 1961 On 30 October, with the arrival of the first F-105 aircraft, the 49th began the conversion from F-100s to F-105s.
- 1967 The Wing began its conversion from F-105s to the F-4D on 9 March. The last of 72 F-4Ds was placed in the Wing's inventory on 3 July, completing the conversion from the F-105.
- 1968 On 15 July, more than 26 years of continuous overseas service came to an end as the first wing aircraft landed at Holloman Air Force Base, New Mexico.

- 1969 The 49th participated in exercise CRESTED CAP I, deploying 2,000 personnel and 72 aircraft to NATO bases in Europe. In April, the Wing accomplished a non-stop redeployment from Germany back to Holloman Air Force Base for which the 49th was nominated for and received the coveted MacKay Trophy for meritorious flying achievement.
- 1970 On 2 February, the 49th moved from the 832nd Air Division to the 835th Air Division as part of Tactical Air Command's reorganization program. During September and October, the 417th Tactical Fighter Squadron transferred to the Wing from Mountain Home Air Force Base, Idaho, becoming the fourth tactical unit assigned to the 49th.
- 1971 On 1 January, the 49th Tactical Fighter Wing became the major host unit on Holloman Air Force Base, with the transfer of control from Air Force Systems Command to the Air Forces' Tactical Air Command.
- 1972 In May, the 49th deployed to Takhli Royal Thai Air Base, Thailand, to help deter the massive North Vietnamese offensive against the South. After its arrival, the 49th soon began to fly combat missions in support of hard-pressed South Vietnamese forces. Later, the 49th aircrews flew the high risk "Linebacker" missions over the Ho Chi Minh Trail and North Vietnam. During their five month stay, the 49th flew more than 10,000 combat sorties without losing a single aircrew.
- 1973 The United States Air Force presented the "Well Done Award" for the month of January to Lt Wesley E. Zimmerman and Lt David J. Craighead. This award was for outstanding airmanship and professional knowledge of aircraft systems utilized during an emergency to prevent the loss of valuable combat aircraft and crew. In July 1972, the crewmen had safely landed an F-4D which had been severely damaged by a missile fired from an enemy MIG aircraft. In March, the 49th was notified of its selection as recipient

of the Outstanding Unit Award for the period, 1 January 1971-15 April 1972.

- 1974 On 26 February, the 49th deployed to Germany for CRESTED CAP 74, its fifth dual-basing exercise. The 49th was the USAF's only dual-based Tactical Fighter Wing.
- 1975 On 16 April, the 49th Tactical Fighter Wing was awarded the Air Force Outstanding Unit Award with the Combat V Device for action in Southeast Asia in May-October 1972. From September-November, the 49th participated in CRESTED CAP 75 deployment to Hahn Air Base, Germany.
- 1976 During August-October, the 49th participated in CRESTED CAP 76, flying a total of 942 sorties in Germany.
- 1977 On 30 April, the 417 Tactical Fighter Squadron was inactivated after nearly seven years with the 49th. The 417th "Red Dorks" were assigned to the 49th on 1 October 1970, making the Wing the largest combat ready tactical fighter wing in Tactical Air Command. On 1 August, Headquarters, Tactical Training Holloman (TTH) was activated at Holloman and assigned to Twelfth Air Force. The new element of command placed a brigadier general at the top of the chain of command, with the 49th reassigned from Twelfth Air Force to TTH. The 49th's commitment to NATO and USAFE was transferred to the 4th Tactical Fighter Wing, Seymour-Johnson Air Force Base, NC. On 15 October, the 49th received its first F-15 aircraft.
- 1978 On 1 January, the 7th Tactical Fighter Squadron became a fully operational F-15 Squadron. The 8th and 9th Tactical Fighter Squadrons converted to the F-15 with the last F-4D mission being flown on 2 June.
- 1979 Tactical Air Command had directed the transfer of the older F-15 aircraft and the replacement with new factory production models. By 12 February, 47 out of 48 aircraft had been modified under project HAVE CIGAR,



The "coveted" Mackay Trophy.

providing F-15s with Electronics Warfare System hardware. The 49th implemented Consolidated Aircraft Maintenance Training. The concept provided on-the-job training for Aircraft Generation Squadron personnel. Once all three training phases were completed, personnel were rated "fully qualified" and were ready to work on the flight line.

- 1980 On 1 December, Tactical Training Holloman, was inactivated and the 833d Air Division was activated at Holloman Air Force Base.
- 1981 The 49th Tactical Fighter Wing was notified that effective 1 July, the 1st Tactical Fighter Wing, Langley Air Force Base, Virginia, was to assume the Rapid Deployment Force tasking from the 49th. By 31 December, 85 F-15 radios had been modified for the HAVE QUICK capability. HAVE QUICK was a new interim jam-resistant voice communications system for airborne and ground base radios.
- 1982 The 49th deployed 16 F-15s to Kwang Ju Air Base, Korea, to participate in CORONET FLINT, COPE NORTH 82-3, and COPE JADE. These exercises tested the Japanese Self-Defense Force and the Korean Tactical Air Control System.
- 1983 During August-September, the 49th deployed twenty-four F-15s and 361 personnel for CRESTED CAP II. While deployed, the 7th Tactical Fighter Squadron flew 1,044 sorties' breaking all sortie records for F-15 aircraft.
- 1984 During March, the 49th deployed 12 F-15 Eagles to Kwang Ju Air Base, Korea, to participate in TEAM SPIRIT, a joint forces exercise for improving the combat readiness of the Republic of Korea and United States ground, naval, and air forces. On 1 July, the Wing received the Tactical Air Command Flight Safety Award for the period, May 1983-May 1984. In October, the Wing took second place overall and captured the Top Gun shooter team award in the prestigious air-to-air weapons meet, WILLIAM TELL 84.

1985

On 3 August, five 49th pilots flew F-15s to Duluth, Minnesota, for a bridge dedication in honor of 49th ace, Major Richard I. Bong. Captain James D. Mahoney became the first pilot in the world to fly 2,000 hours in the F-15 on 16 August.

1986

On 16 January, the 49th Tactical Fighter Wing completed 45 years of honorable service to the United States. The 7th and 9th Tactical Fighter Squadrons deployed to European Checkered Flag bases where the 9th received a NATO Tactical Evaluation. The 7th and 9th Squadron's performance was extraordinary. In October, months of operational readiness preparation culminated in an overall excellent rating for the Initial Response Phase of an Operational Readiness Inspection conducted by the Tactical Air Command Inspector General.

7TH TACTICAL FIGHTER SQUADRON



EMBLEM: Over and through a yellow disc charged with an annulet black, an aborigine bunyip affront light brown, eyes green, pupils red, fangs and claws white, tipped with blood. (Approved 13 May 1944.)

8TH TACTICAL FIGHTER SQUADRON



EMBLEM: On and over an Air Force golden yellow disc within a narrow black border, a black sheep, his eye white, standing on a red lightening flash, fesswise, abashed, the lightning pointing to dexter, its extremities extending beyond the border on either side.

MOTTO: Above the emblem on an Air Force golden yellow scroll edged and enscribed in black, THE BLACK SHEEP. (Approved 12 May 1960.)

9TH TACTICAL FIGHTER SQUADRON



EMBLEM: On a disc ultramarine blue, border black, a red bend surmounted by a white, winged, knight's helmet, facing to dexter.
(Approved 24 Jan 1946.)

COMMANDING OFFICERS

Captain John F. Egan 16 Jan 41-2 May 41

Major Glenn Davasher was the Group's first assigned Commanding Officer. Since he was in the hospital at the time, he did not take command. On 24 February 1941, he was granted 30 days sick leave, and he was never physically assigned to the 49th.

Major George McCoy, Jr 2 May 41-11 Dec 41

Major Paul B. Wurtsmith 11 Dec 41-11 Nov 42

Lieutenant Colonel Donald R. Hutchinson served as temporary Commanding Officer of the Group from 7-25 August 1942, and again in October.

Lieutenant Colonel Donald R. Hutchinson 11 Nov 42-30 Jan 43

Major Robert L. Morrissey assumed command for a short period in December 1942.

Lieutenant Colonel Robert L. Morrissey 30 Jan 43- Jul 43

Colonel James C. Selman Jul 43- Jan 44

Lieutenant Colonel David A. Campbell Jan 44- 9 Jun 44

Lieutenant Colonel Furlo S. Wagner 9 Jun 44-19 Jul 44

Lieutenant Colonel George A. Walker 19 Jul 44-10 Mar 45

Lieutenant Colonel Gerald R. Johnson 10 Mar 45-16 Jul 45

Johnson Air Force Base, Japan, was named after Lieutenant Colonel Johnson, who was killed in an airplane crash in the fall of 1945.

Lieutenant Colonel Clay Tice, Jr. 16 Jul 45-1 Feb 46

Lieutenant Colonel Wallace R. Jordon 2 Feb 46-late Feb 46

Lieutenant Colonel Charles H. Terhune, Jr.
late Feb 46-24 Mar 46

Colonel Herbert L. Grills 25 Mar 46-16 Jul 46

Colonel Morrill D. Burnside 20 Jul 46-10 Sep 46

Commanding Officers (Cont'd)

Lieutenant Colonel Clay Tice, Jr.	11 Sep 46-31 Aug 47
Colonel Louis R. Hughes, Jr.	1 Sep 47-17 Aug 48
Lieutenant Colonel Robert E. Kirtley	18 Aug 48-10 Mar 49
Lieutenant Colonel Niven K. Cranfill	11 Mar 49-31 Aug 49
Lieutenant Colonel John R. Murphy	1 Sep 49-30 Oct 49
Lieutenant Colonel James A. Rippin	31 Oct 49-9 Nov 49
Colonel Wilbur H. Stratton	10 Nov 49-17 Jan 50
Lieutenant Colonel James A. Rippin assumed command for two days until Colonel Stratton's successor was appointed.	
Lieutenant Colonel Stanton T. Smith, Jr.	20 Jan 50-20 Oct 50
Lieutenant Colonel John R. Murphy	21 Oct 50-9 May 51
Lieutenant Colonel Leland P. Mollard	10 May 51-20 May 51
Lieutenant Colonel Wilbur J. Grumbles	20 May 51-4 Nov 51
Lieutenant Colonel William L. Mitchell	4 Nov 51-20 May 52
Lieutenant Colonel Gordon F. Blood	20 May 52-Summer of 52
Colonel Charles G. Teschner	Summer of 52-Sep 52
Colonel Robert H. Orr	Sep 52-17 Jan 53
Colonel Richard N. Ellis	17 Jan 53-1 Apr 53
Colonel Charles G. Teschner	1 Apr 53-Aug 53
Colonel Gilbert Pritchard	Aug 53-31 Oct 53 (or later)
Colonel Elbert Helton	Aug 56-Dec 57
Colonel Joseph L. Dickman	Dec 57-Jul 58
Colonel William J. Grumbles	Jul 58-Jun 62

Commanding Officers (Cont'd)

Colonel Thomas DeJarnette	Jun 62-Feb 63
Colonel William P. McBride	Feb 63-Aug 64
Colonel William S. Chairsell	Aug 64-Jun 66
Colonel Jon C. Giraudo	Jun 66-May 67
Colonel Alphonse J. Coleman	May 67-Mar 68
Colonel Francis E. Binnell	Mar 68-Jul 68
Colonel R.R. Melton	Jul 68-Mar 69
Colonel Joseph C. Secino	Mar 69-Aug 69
Colonel Harry W. Moreland	Aug 69-Sep 70
Colonel Jack Bellamy	Apr 70-May 72
Colonel Wayne E. Whitlatch	May 72-7 May 73
Colonel George C. Hupp	8 May 73-2 Jun 74
Colonel William L. Kirk	3 Jun 74-4 Jan 76
Colonel Elas Cassillas	5 Jan 76-10 Nov 77
Colonel Richard L. Meyer	11 Nov 77-11 Feb 80
Colonel Harold D. Dortch	12 Feb 80-19 Jan 81
Colonel Jerry H. Nabors	20 Jan 81-14 Oct 82
Colonel James E. Chambers	15 Oct 82-2 Mar 84
Colonel Jerry Cox	3 Mar 84-2 Oct 85
Colonel Joseph E. Merrick	3 Oct 85-

GROUP ACES

<u>NAME</u>	<u>RANK</u>	<u>SQUADRON</u>	<u>PLANES DESTROYED</u>
Richard I. Bong	Major	7th/9th	40
George E. Preddy	1st Lt	9th	25.83
Gerald R. Johnson	Lt Col	7th/9th	22
James P. Hagerstrom	1st Lt	8th	14.5
John D. Landers	1st Lt	9th	14.5
Robert M. DeHaven	Capt	7th	14
James A. Watkins	Capt	9th	12
Robert Aschenbrenner	Capt	8th	10
Ernest A. Harris	Capt	8th	10
Andrew J. Reynolds	Capt	9th	10
Sidney S. Woods	1st Lt		10
Grover E. Fanning	1st Lt	9th	9
George E. Kiser	Capt	8th	9
Joel E. Paris III	Capt	7th	9
Robert H. White	1st Lt	8th	9
Fernley H. Damstrom	1st Lt	7th	8
John G. O'Neill	Capt	9th	8
Arland Stanton	Major	7th	8
Boyd D. Wagner	Major		8 (1st WW II ace)
William J. Hennon	Capt		7
James B. Morehead	Capt	8th	7

Group Aces (Cont'd)

<u>NAME</u>	<u>RANK</u>	<u>SQUADRON</u>	<u>PLANES DESTROYED</u>
Sammy A. Pierce	2nd Lt	8th	7
Elliott E. Dent, Jr.	Capt	7th	6
William C. Drier	Capt	8th	6
Robert L. Howard	1st Lt	8th	6
Wallace R. Jordan	Major	8th	6
Donald W. Meuten	1st Lt	8th	6
Ralph H. Wandrey	Capt	9th	6
Ellis W. Wright, Jr.	Capt	8th	6
Ernest J. Ambort	2nd Lt	9th	5
Joseph J. Kruzel	Capt	9th	5.5
Mial K. Castle	1st Lt	8th	5
Warren D. Curton	1st Lt	9th	5
William C. Day, Jr.	1st Lt	8th	5
Frederick E. Dick	Capt	7th	5
B. Jack Donalson	1st Lt	9th	5
Marion C. Felts	1st Lt	8th	5
Nelson D. Flack, Jr.	Capt	8th	5
Cheatham W. Gupton	1st Lt	9th	5
Milden E. Mathre	2nd Lt	7th	5
Franklin A. Nichols	Capt	7th	5
Robert H. Vaught, Jr.	Capt	9th	5
Alfred B. Lewelling	1st Lt	9th	5

STATION LIST

United States

Selfridge Field, Michigan	16 Jan 41-19 May 41
Morrison Field, Florida	25 May 41-5 Jan 42
San Francisco, Port of Embarkation	8 Jan 42-11 Jan 42

<u>At sea</u> (Aboard the SS Mariposa)	12 Jan 42-2 Feb 42
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Australia

Melbourne	2 Feb 42-2 Feb 42
Camp Darley	2 Feb 42-14 Feb to 16 Feb 42

NOTE: Double dates throughout denote the times of departure and/or arrival of the advance and rear echelons at the stations indicated.

Bankstown, New South Wales (about 13 miles from Sidney)	16 Feb 42-6 Apr to 13 Apr 42
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Brisbane	7 Apr 42-12 Apr to 18 Apr 42
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35-Miles Strip (near Darwin)	18 Apr 42-25 Sep 42
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The Group's Squadrons were stationed at various fields in the vicinity of Darwin.

<u>At sea</u> (Aboard the USAT Seawitch)	25 Sep 42-9 Oct 42
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New Guinea

Port Moresby	9 Oct 42-18 Apr 43
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The Group's Squadrons were stationed at various fields in the vicinity of Port Moresby.

Station List (Cont'd)

Dobodura	18 Apr 43-20 Nov 43
Gusap	20 Nov 43-19 Apr to May 44
Finschafen	30 Apr 44-May 44
Hollandia	May 44-1 Jun to 22 Jun 44
<u>At sea</u> (Ground echelon only)	2 Jun 44-5 Jun 44
<u>Bisk Island</u>	5 Jun to-14 Oct to 22 Jun 44 27 Oct 44
<u>At sea</u> (Ground echelon only)	14 Oct 44-24 Oct 44
<u>Philippine Islands</u>	
Tacloban Leyte	24 Oct to-27 Dec 44 27 Oct 44 to 6 Jan 45
Mindoro	30 Dec 44-25 Feb 45 to 6 Jan 45
Lingayan, Luzon	25 Feb 45-6 Aug to 16 Aug 45
<u>At sea</u> (Ground echelon only)	6 Aug 45-16 Aug 45
<u>Ryukyu Islands</u>	
Okinawa	16 Aug to-30 Aug to 17 Aug 45-13 Sep 45
<u>Japan</u>	
Chofu Air Base, Honshu (Air echelon only)	9 Sep 45-21 Sep 45
Atsugi Air Base, Honsha	15 Sep to-16 Feb 46 21 Sep 45

Station List (Cont'd)

Chitose Air Base, Hokkaido	15 Feb 46-18 Mar 48
Misawa Air Base, Honshu	Late Mar 48-8 Jul 50
Itazuke Air Base, Kyushu	9 Jul 50-Late Sep 50

Korea

Taegu	29 Sep to-1 Apr 53 1 Dec 50
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Tactical elements of the 49th Group reached Taegu on 29 September. The remainder of the unit was not transferred until 1 December 1950.

Kunsan Airdrome	1 Apr 53-2 Nov 53
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Japan

Komaki Air Base	2 Nov 53-16 Sep 54
Nagoya Air Base, Honshu	16 Sep 54-31 Oct 56
Misawa Air Base	1 Nov 56-10 Dec 57

France

Etain-Fouvres Air Base	10 Dec 57-25 Aug 59
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Germany

Spangdahlem Air Base	25 Aug 59-15 Jul 68
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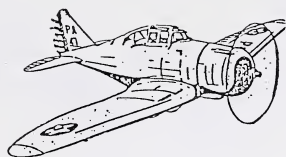
United States

Holloman Air Force Base, New Mexico	15 Jul 68-
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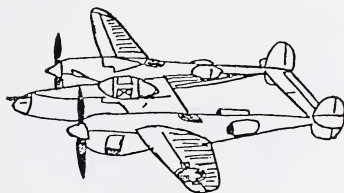
AIRCRAFT

P-35	(1941)
P-40	(1941-1944)
P-47	(1943-1944)
P-38	(1943-1946)
P-51	(1946-1950)
F-80	(1948-1951)
F-84G	(1951-1956)
F-86F	(1954-1958)
F-100D-F	(1957-1961)
F-105D-F	(1961-1967)
F-4D	(1967-1978)
F-15A/B	(1978-PRESENT)

Illustrations of aircraft flown by the 49th Tactical Fighter Wing are found on pages 25-28.



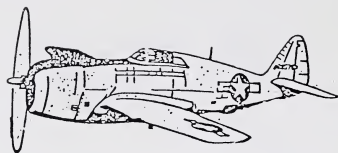
P-35



P-38



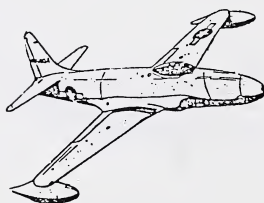
P-40



P-47A



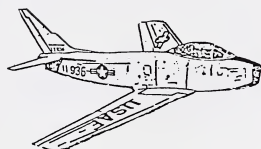
P-51D



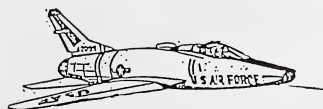
F-80



F-84G



F-86F



F-100F



F-105D



F-4D



F-15A

EPILOGUE

The 678 confirmed aircraft destroyed by the members of the 49th Fighter Group in World War II set a precedent that may never be equalled again in any conflict of any proportion. There is no question that the marvelous World War II performance established the baseline of which we can all be proud.

The extraordinary performance in World War II did not end there; and in fact was repeated in both Korea and Vietnam--if not in terms of aircraft destroyed--in terms of courage, honor, duty and love of country. In the final analysis we find that great organizations are made up of great people with the dedication to fight for individual rights--for each other--for freedom!

To the men and women of the 49th Tactical Fighter Wing, I charge you to pursue excellence in everything you do.

THE COMMANDER



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FLARE

THE WING INSIGNIA

As colorful & dynamic as its illustrious past when the 49th played a key combat role in halting the tide of Japanese aggression, the impressive modern-day insignia of the 49th Tactical Fighter Wing is both eye-arresting & thought-provoking. Its Latin inscription of "Tutor et Ultor" translates into the meaningful motto of "I Protect and Avenge!"



THREE COLORS-The three colors of the emblem: red, blue and yellow-represent the trinity of its fighter squadrons-the 7th, 8th & 9th-assigned to the Wing. The heraldic beauty of the insignia is heightened by the three stars of the Southern Cross, which signifies service in Australia, where the 49th Tactical Group (its WW II designation) had the distinction of being the first American air arm to conduct aerial warfare against Japan. The Knight's helmet is symbolic of the aggressive mission which the 49th proudly performs. TRADITIONAL SYMBOL-in the lower right hand corner of the insignia's shield, the covered wagon is a symbol close to the heart of every red-blooded American. This symbol effectively captures the pioneering spirit of adventure, the hardiness & courage that are traditional qualities of the Wing & its group. The bolt of lightning represents the powerful, instantaneous striking power inherent in the 49th. As a wing insignia, the 49th's bold emblem is an ideal twin to the unit's richly earned WW II nickname, "The Fighting 49ers."